FAS RTE	SECTION	COUNTY	TOTAL SHEETS	SHEET NO
939	•	PULASKI	29	2
STA.		TO STA.		
FED. ROAD DIST. NO.	ILLINOIS	FED. AID PROJECT		

• D-9 CONT MAINT FY 04-1 98814

GENERAL NOTES

THE THICKNESS OF BITUMINOUS MIXTURE SHOWN ON THE PLANS IS THE NOMINAL THICKNESS. DEVIATIONS FROM THE NOMINAL THICKNESS WILL BE PERMITTED WHEN SUCH DEVIATIONS OCCUR DUE TO IRREGULARITIES IN THE EXISTING SURFACE OR BASE ON WHICH THE BITUMINOUS MIXTURE IS PLACED.

FACTORS USED FOR ESTIMATING PLAN QUANTITIES ARE AS FOLLOWS AND SHALL NOT BE USED FOR THE BASIS OF FINAL QUANTITIES EXCEPT FOR QC/QA OF BITUMINOUS MIXTURES:

ALL BITUMINOUS CONCRETE	2.016 TONS/CU.YD.
ALL AGGREGATE	2.05 TONS/CU.YD.
BITUMINOUS MATERIALS:	
ON PAVEMENT	0.09 GAL./SQ.YD.
ON AGGREGATE SURFACE	0.32 GAL./SQ.YD.
AGGREGATE (PRIME COAT)	0.0015 TONS/SQ.YD.

THE CONTRACTOR SHALL STAMP STATIONING IN THE CONCRETE AND BITUMINOUS SURFACE AT 300 FT. INTERVALS ON THE OUTSIDE EDGE OF PAVEMENT AND AS DIRECTED BY THE ENGINEER USING EXISTING ENGLISH STATIONING. THE STATION SYMBOL STAMPS USED SHALL BE FURNISHED BY THE CONTRACTOR. THEY SHALL BE 5 1/2 IN. TALL OF A DESIGN APPROVED BY THE ENGINEER, AND SHALL REMAIN THE PROPERTY OF THE CONTRACTOR.

THERE ARE NO AVAILABLE WASTE SITES ON THE EXISTING RIGHT-OF-WAY WITHIN THE PROJECT LIMITS.

TIE BARS AND DOWEL BARS CONNECTING PROPOSED PCC PAVEMENT TO THE EXISTING PAVEMENT, EXISTING COMBINATION CONCRETE CURB AND GUTTER, OR THE PROPOSED PAVEMENT SHALL BE INCLUDED IN THE COST OF PCC PAVEMENT.

PAVEMENT REMOVAL INCLUDES THE REMOVAL AND DISPOSAL OF EXISTING PAVEMENT AND SUBBASE AS NECESSARY TO CONSTRUCT 9½" OF PCC PAVEMENT AND 4" OF SUB-BASE GRANULAR MATERIAL.

ANY DAMAGE TO THE PROPOSED CURB AND GUTTER CAUSED BY THE PLACEMENT OF ADJACENT PAVEMENT SHAL BE REPAIRED AT THE CONTRACTOR'S EXPENSE.

ALL EXISTING PAVEMENT MARKING SHALL BE LOCATED AND RECORDED PRIOR TO PLACING BITUMINOUS OVERLAY AND SHALL BE REPLACED ACCORDINGLY. THE DISTRICT BUREAU OF OPERATIONS SHALL BE NOTIFIED AT LEAST 10 DAYS PRIOR TO PLACEMENT OF THE FINAL PAVEMENT MARKINGS. THE BUREAU OF OPERATION WILL THEN DETERMINE THE ACTUAL LIMITS TO BE STRIPED AS "NO PASSING" ZONES.

FORMS FOR COMBINATION CONCRETE CURB AND GUTTER SHALL BE OF METAL ONLY, EXCEPT THAT WOOD FORMS MAY BE USED ON SHORT RADIUS CURVES.

AT ALL LOCATIONS WHERE THE PROPOSED BITUMINOUS OR CONCRETE PAVEMENT JOINS AN EXISTING BITUMINOUS OR CONCRETE PAVEMENT, A FULL DEPTH SAWED JOINT SHALL BE CONSTRUCTED. THE COST OF THIS JOINT WILL BE INCLUDED IN THE COST OF THE TYPE OF PAVEMENT BEING CONSTRUCTED.

THE QUANTITY SHOWN FOR MIXTURE OF CRACKS, JOINTS, AND FLANGEWAYS IS AN ESTIMATE. THE ACTUAL AMOUNT USED WILL BE DETERMINED BY THE ENGINEER.

THE EXISTING SEPTIC TANK ON THE SOUTHEAST CORNER OF PARCEL NO. 365 SHALL BE CAPPED OFF AND LEFT IN PLACE. THIS WORK WILL BE INCLUDED IN BUILDING REMOVAL NO. 2.

A 1.5' BY 1.5' BLOCK OUT WILL BE PROVIDED IN THE STOP SIGN ISLAND TO ACCOMODATE THE STOP SIGN POST.

REMOVAL OF THE EXISTING RIGHT-OF-WAY MARKERS WILL BE INCLUDED IN THE COST OF EARTH EXCAVATION.

RECLAIMED ASPHALT PAVEMENT (RAP) WILL NOT BE ALLOWED FOR USE AS AGGREGATE IN AGGREGATE SHOULDERS, TYPE B.

UNLESS OTHERWISE DIRECTED BY THE ENGINEER, BITUMINOUS RESURFACING SHALL BE PLACED IN A SEQUENCE THAT WILL MINIMIZE THE TIME THE CENTERLINE EDGE IS EXPOSED TO TRAFFIC. WHEN AT THE END OF A DAY'S OPERATION THE EXPOSED CENTERLINE EDGE IS GREATER THAN 2,000 FEET, THE CONTRACTOR SHALL BE REQUIRED TO PAVE IN THE ADJACENT LANE ON THE FOLLOWING WORK DAY. PRIOR TO WINTER SHUTDOWN, RESURFACING ON ADJACENT LANES IS TO BE BROUGHT UP TO THE SAME ELEVATION.

COMMITMENTS

DUE TO THE DETECTION OF TWO MAGNETIC ANOMOLIES AT A DEPTH OF 6 FEETIN THE NORTHEAST QUADRANT OF THE INTERSECTION, NO WORK SHALL BE AT OR BELOW THIS POINT IN THE SOIL. THE WEST ANOMOLY IS LOCATED 47' EAST OF OLD US 51 AND 38' NORTHWEST OF MOUNDS ROAD. THE SOUTH ANOMOLY IS LOCATED 35' NORTHWEST OF MOUNDS ROAD AND 56' EAST OF OLD US 51.

MIXTURE REQUIREMENTS

LOCATION(S):	BITUMINOUS SURFACE COURSE
MIXTURE USE(S):	BITUMINOUS CONCRETE SURFACE COURSE, SUPERPAVE, MIX C, N90
AC/PG:	PG64-22
RAP% (MAX):	10
DESIGN AIR VOIDS:	4.0%, 90 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	IL-9.5MM OR IL 12.5MM
FRICTION AGGREGATE:	C SURFACE

LOCATION(S):	BITUMINOUS CONCRETE BASE COURSE
MIXTURE USE(S):	BITUMINOUS CONCRETE BASE COURSE, SUPERPAVE
AC/PG:	PG64-22
RAP% (MAX):	50
DESIGN AIR VOIDS:	2.0%, 50 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	BITUMINOUS BASE COURSE, SUPERPAVE
FRICTION AGGREGATE:	NONE

LOCATION(S):	BITUMINOUS SHOULDERS
MIXTURE USE(S):	BITUMINOUS SHOULDERS, SUPERPAVE
AC/PG:	PG58-22
RAP% (MAX):	50
DESIGN AIR VOIDS:	2.0%, 30 GYRATION SUPERPAVE DESIGN
MIXTURE COMPOSITION: (GRADATION MIXTURE)	BITUMINOUS AGGREGATE MIXTURE, SUPERPAVE
FRICTION AGGREGATE:	NONE

PAVEMENT CORE SAMPLES (FAS 939)

STATION	OFFSET (FOOT)	LT/RT	BITUMINOUS DEPTH (INCHES)	PCC DEPTH (INCHES)
64+60	6	LT	5 1/2	
64+60	6	RT	8	
65+00	6	LT	4 1/2	
65+00	6	RT	4	
73+50	6	LT	7	

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Prepared By: Joe Adam Ravizza
DISTRICT STUDIES & PLANS ENGINEER

Examined By: James Travis Emery
DISTRICT LAND ACQUISITION ENGINEER

Examined By:
DISTRICT PROGRAM DEVELOPMENT ENGINEER

Examined By:
DISTRICT OPERATIONS ENGINEER

Examined By:
DISTRICT CONSTRUCTION ENGINEER

Examined By:
DISTRICT MATERIALS ENGINEER

Examined By:
DISTRICT PROJECT IMPLEMENTATION ENGINEER

Approved By:
DISTRICT ENGINEER

December 15, 2003
DATE

Fri Dec 12 14:14:52 2003
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GENERAL NOTES, INDEX OF SHEETS, STANDARDS